

A Father And Son C10

Modern Builds are Better,
Thanks to the Aftermarket

✦ By Joe Greeves

One of the themes we see quite often when building a modern truck is a sense of nostalgia. Creating a project vehicle that was similar to something we had years before transports us back to earlier, fun times. It's a good bet however, that with more discretionary income and the benefits of the aftermarket, the modern vehicle will turn out way better than the original! Pat Langmeyer from Dunnellon, Florida, is a parts specialist for Toyota. He clearly remembers the enjoyment of his first truck, a '69 GMC purchased in 1980 and decided he would like to own another one. Although the Internet can lead to potential project vehicles around the country and around the world, Pat was fortunate enough to find this '70 GMC Shortbed Fleetside listed nearby in an Ocala newspaper. Acquired about a dozen years ago, the truck was driveable and he enjoyed it for a while but it clearly needed the benefits of modern performance and a handling upgrade.



Although he has built half a dozen show-worthy customs over the years, Pat always had a personal goal of accomplishing a full, frame-off restoration. He and his 7-year-old son Justin (now 19) teamed up to strip the truck, spending three weeks just to get down to the frame. They sandblasted, reinforced, and painted the chassis, then fitted a Doc's Kustom 18-gallon aluminum gas tank between the rear framerails. Since old trucks are not known for their crisp handling characteristics, lots of thought went into the upgrades. Trashing all the original suspension, Pat added Classic Performance Products tubular A-arms, coil springs, and 2.5-inch drop spindles up front. In the rear, 3-inch lower leaf springs hold the '73 Chevrolet truck 12-bolt rear, modified with a 3.73 Eaton Detroit locker and





Strange Engineering axles. CPP Black Magic shocks snub all four wheels while the CPP disc brakes with drilled and slotted rotors use a CPP chrome master cylinder and power booster to achieve modern stopping power. Opting for a traditional look, Pat chose five-spoke, 18-inch polished aluminum Coys wrapped in 50-series Kumho Ecsta rubber. The combination transformed the vintage classic into a sweet handling, new millennium ride.

In order to make your current truck better than the one you enjoyed a decade or two ago, a high-performance engine is essential, and Pat located a 350 V-8 from a '93 Chevy pickup. The preliminary machine work, done by Partscos in Gainesville, Florida, began by boring and align honing the block, followed by porting and polishing the GM Vortec heads. The original crank and rods were retained but fitted with new Hypertech pistons, then the rotating assembly was balanced,

the engine blueprinted and equipped with a Lunati Voodoo camshaft. The motor pulls in a concentrated air/fuel mix using a 670-cfm Holley Street Avenger carb on a polished Edelbrock Performer intake. The MSD Street and Strip electronic ignition sends precisely timed sparks through Taylor 8mm wire with thermal-coated Headman Headers dumping spent gases into a 2½-inch system. The pair of Flowmaster 60-Series mufflers on this GMC creates an unmistakable high-performance growl. Keeping temps in the green is a custom-built Performance Rod and Custom radiator fitted with dual fans and built-in trans cooler. The Billet Specialties V-Trac System powers all the accessories and Billet Specialties valve covers and air cleaner dress up the V-8. Pat, Justin, and friend Mike Schooler did the engine work. The potent package sends an estimated 425 hp to the '95 700-R4 trans, also fitted with its share of upgrades to include a Dayco Performance stall converter

with a 2,200 stall speed, modified valvebody, and B&M shift kit, accomplished by Collins Automotive in Gainesville.

Once the work on the chassis and powertrain were complete, Pat turned his attention to the body. New rocker panels were added to the cab and Goodmark was the source for the reproduction fenders, doors, and the distinctive cowl induction hood, that acts as a subtle indicator of the performance capabilities lurking underneath. Halogen headlights provide illumination up front along with LED taillights, parking lights, and side marker lights from LMC. Pat chose a new factory grille from a '67 GMC since the later models did not have the GMC emblem. Pat applied a Golden Oak finish to the oak strips in the bed, separated with traditional stainless steel strips. The gas filler was also relocated to the bed. When it came time to paint, Justin found the right color when he was working

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at a friend's paint shop that was eliminating some of the older paint colors. Justin spotted the perfect shade and showed it to his dad. The Chrysler Intense Blue Pearl was sprayed by Max's Paint and Body in Gainesville.

All that was left was the interior and Pat kept the original bench seat, now upholstered in Graphite leather with a GMC logo built in. Custom-built door panels sport matching GMC logo and the doors use new single-pane glass for a cleaner look. The leather-wrapped dash holds Omega Kustoms gauges in a billet aluminum panel



from Doc's and there's a matching billet aluminum piece that covers the glovebox. A Billet Specialties steering wheel turns on a chromed, tilt ididit column and Vintage Air keeps the

cab cool. Ocala Upholstery in Ocala, Florida, handled the stitchwork. Stereo always adds to the fun and a Kenwood KDC-X599 receiver controls a JL Audio XD400 four-channel amplifier that feeds a pair of 6.5-inch Memphis component sets in the kick panels along with a pair of JL Audio 12-inch subs behind the seats.

The completed truck is a joy to drive and Pat is pleased to say that he did most of the work himself. The seven-year build has been completed for about a year and Pat and Justin enjoy the truck at every opportunity. 

1970 GMC SHORTBED PICKUP

Pat Langmeyer

CHASSIS

► **FRAME:** ORIGINAL FRAMERAILS REINFORCED AND PAINTED

► **REAR END / RATIO:** 12-BOLT CHEVROLET REAR WITH EATON DETROIT LOCKER, STRANGE ENGINEERING AXLES, AND 3.73 GEARS

► **REAR SUSPENSION:** CPP 3-INCH LOWER LEAF SPRINGS, CPP BLACK MAGIC SHOCKS

► **REAR BRAKES:** CPP DRILLED AND SLOTTED 12-INCH ROTORS

► **FRONT SUSPENSION:** CPP TUBULAR A-ARMS, COIL SPRINGS, AND 2.5-INCH DROP SPINDLES, CPP BLACK MAGIC SHOCKS

► **FRONT BRAKES:** CPP DRILLED-AND-SLOTTED 12-INCH ROTORS

► **STEERING BOX:** CPP

► **FRONT WHEELS:** 18X8 COYS, POLISHED C5S

► **REAR WHEELS:** 18X8 COYS POLISHED C5S

► **FRONT TIRES:** KUMHO ECSTA 235/50-18

► **REAR TIRES:** KUMHO ECSTA 235/50-18

► **GAS TANK:** DOC'S KUSTOM 18-GALLON ALUMINUM TANK RELOCATED TO THE REAR FRAMERAILS

DRIVETRAIN

► **ENGINE:** '93 CHEVROLET 350 BORED TO 355 CI

► **HEADS:** VORTEC GM

► **VALVE COVERS:** BILLET ALUMINUM

► **MANIFOLD / INDUCTION:** EDELBROCK POLISHED ALUMINUM PERFORMER INTAKE AND HOLLEY 670 STREET AVENGER CARBURETOR

► **IGNITION:** MSD STREET AND STRIP ELECTRONIC IGNITION, TAYLOR WIRES

► **HEADERS:** HEDMAN HEADERS WITH ELITE THERMAL COATING

► **EXHAUST / MUFFLERS:** 2½-INCH SYSTEM WITH DUAL FLOWMASTERS

► **TRANSMISSION:** '90 700-R4 AUTOMATIC, B&M CONVERTER AND 2,200-RPM STALL SPEED

► **SHIFTER:** CHEVROLET COLUMN

BODY

► **STYLE:** SHORTBED FLEETSIDE

► **FENDERS FRONT / REAR:** GOODMARK

► **HOOD:** GOODMARK COWL INDUCTION HOOD

► **GRILLE:** '67 GMC

► **BED:** OAK WITH STAINLESS STEEL STRIPS AND GOLDEN OAK FINISH. GAS FILLER CAP MOVED TO THE CENTER OF THE BED.

► **BODYWORK AND PAINT BY:** OWNER AND MAX'S PAINT AND BODY IN GAINESVILLE, FL

► **PAINT TYPE / COLOR:** CHRYSLER INTENSE BLUE PEARL

► **HEADLIGHTS / TAILLIGHTS:** LMC HEADLIGHTS, LMC LED TAILLIGHTS, PARKING LIGHTS, AND SIDE MARKER LIGHTS

► **OUTSIDE MIRRORS:** HAGAN M-ARM 4-INCH ROUND

► **BUMPERS:** GOODMARK CHROME

INTERIOR

► **DASHBOARD:** GRAPHITE LEATHER WRAPPED

► **GAUGES:** WHITE FACE OMEGA KUSTOM

► **AIR CONDITIONING:** VINTAGE AIR

► **STEREO:** KENWOOD KDC-X599 RECEIVER, JL AUDIO XD400 AMP, MEMPHIS COAXIALS, AND JL AUDIO SUBS

► **STEERING WHEEL:** BILLET SPECIALTIES CHROME

► **STEERING COLUMN:** IDIDIT CHROME

► **SEATS:** FACTORY BENCH REUPHOLSTERED IN GRAPHITE LEATHER, GMC LOGO, DOOR PANELS MATCH

► **UPHOLSTERY BY:** OCALA UPHOLSTERY, OCALA, FL

► **MATERIAL / COLOR:** GRAPHITE LEATHER

► **CARPET:** ACC AUTOMOTIVE CUSTOM CARPET IN GRAPHITE

Now

This Slammed '65 Chevy C10 is the Latest From Delmo's

By Tim Bernsau | Photos by Tim Sutton

We knew we'd find this '65 Chevy C10 at the SEMA Show. The truck was finished in 2015 at Delmo's Speed & Kustom in Burbank, California, in time to make it to Las Vegas for the event. The SEMA Show is the number one automotive specialty equipment trade show on the planet. The vehicles displayed there are guaranteed to be remarkable—and guaranteed to get attention.

Tino Garza lives in Indio, California, and bought the truck from his friend, Eddie. Tino had known about Delmo's Speed & Kustom for a long time. What he knew best was that Del Uschenko was the right guy to build the truck, so the two of them sat down together to plan how to turn Tino's pickup into one of the nicest C10s ever done at Delmo's. The plan included all the

components of the classic Delmo look—a (mostly) factory-looking body, pavement-scraping posture, a fender-stretching wheel and tire combo, a contemporary powerplant with old-timey personality, an up-to-date chassis, new-truck performance, and Delmo's way of making it all work together perfectly.

Both agreed that the truck should



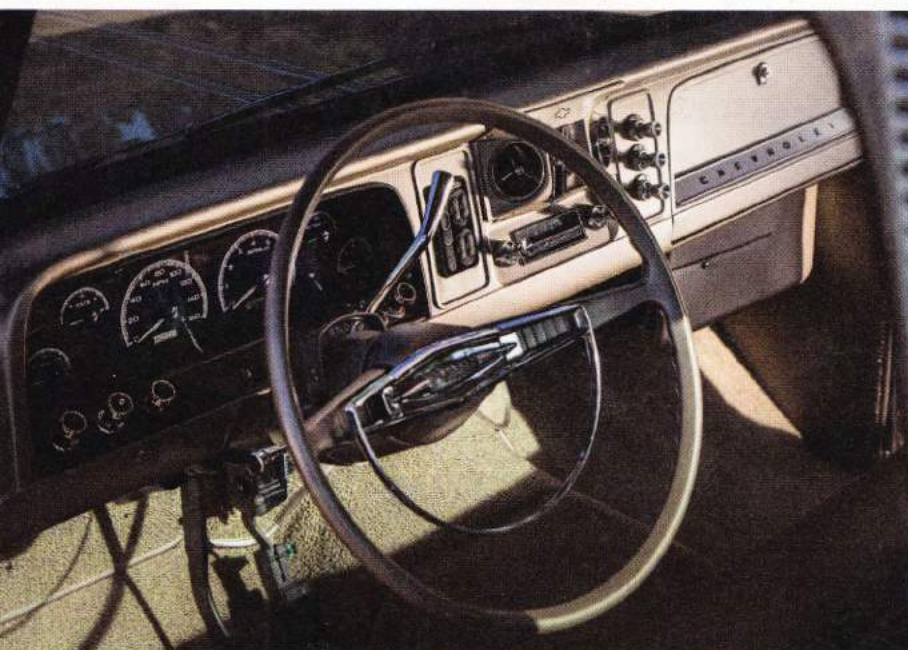


retain the factory clean look. That's why you don't see a lot of departure from Chevy's mid-'60s body design. That includes the shape of the sheetmetal as well as trim, emblems, and hardware. External improvements were limited to low-key touches, like filling the gas filler hole and removing the tailgate chains. The big exception is the bed, which was originally a longbed Fleetside. It was shrunk 20 inches and the wheel tubs were widened and shortened. The floor was raised and the oak boards were darkened with an ebony stain. The truck as delivered to Delmo's was rust-free, so all that was needed in the way of bodywork was repairing any minor wrinkles and prepping for paint.

Some people associate the "Delmo look" with patina. It's true that many trucks built at Delmo's preserve their natural finish. Many others—including Garza's—wear fresh paint, but in subdued colors appropriate to their vintage and to their truck identity. The choice here is Fawn Beige, originally seen on '63 Corvettes. Painter Lewis Milinich in Hanford, California, mixed PPG products to spray the C10.

Tino wanted his truck to roll on big tires and wheels. We're talking very big. The resized rear tubs stretch over 405/25ZR24 Pirellis mounted on 24x15 Delmo Specials wheels. Front rubber measures 255/30R22 (skinny compared to the rear meats) rolling on 22x8.5 wheels. A nostalgia-themed truck might have something different,





gauges. The universal six-gauge set is mounted in place of the stock instruments. In the center of the dash, electronic controls for the AccuAir air suspension system replace the old slider switches for the heater—and the heater has been replaced by a Vintage Air A/C system. The steering wheel is original, mounted on a Classic Performance Products column. At Fat Lucky's in Austin, Texas, the stock C10 bench was reupholstered in fawn-colored vinyl. New old stock '62

Impala fabric was stitched for the seat insert.

Tino told us that he has always dreamed of having a truck at the SEMA Show. The C10 was finished just in time and was revealed to hundreds of thousands of enthusiasts in front of the Las Vegas Convention Center. Tino said he had a blast seeing people's reactions to the truck. We had a blast seeing a dream come true. **CT**



1965 CHEVY C10

Tino Garza

CHASSIS

- ▶ **FRAME:** STOCK, NARROWED IN REAR
- ▶ **REAR END / RATIO:** CURRIE 9-INCH WITH LIMITED SLIP / 4.10:1
- ▶ **REAR SUSPENSION:** PORTERBUILT FABRICATION '63-'66 CHEVY DROPMEMBER LEVEL 3 EXTREME SYSTEM, PLUS 24X15 TRAILING ARMS, BILSTEIN SHOCKS, AIRBAGS WITH ACCUAIR AIR MANAGEMENT SYSTEM AND VIAIR COMPRESSORS
- ▶ **REAR BRAKES:** BAER 12-INCH DISCS
- ▶ **FRONT SUSPENSION:** PORTERBUILT FABRICATION '63-'66 CHEVY DROPMEMBER LEVEL 3 EXTREME SYSTEM, BILSTEIN SHOCKS, AIRBAGS, ANTISWAY BAR, CPP SPINDLES
- ▶ **STEERING:** RACK-AND-PINION
- ▶ **FRONT BRAKES:** BAER 13-INCH DISCS, BAER MASTER CYLINDER
- ▶ **FRONT WHEELS:** DELMO SPECIALS 22X8.5 WITH '61-'62 CHEVY CAPS
- ▶ **REAR WHEELS:** DELMO SPECIALS 24X15 WITH '61-'62 CHEVY CAPS
- ▶ **FRONT TIRES:** FALKEN 255/30R22
- ▶ **REAR TIRES:** PIRELLI P ZERO 405/25R24

DRIVETRAIN

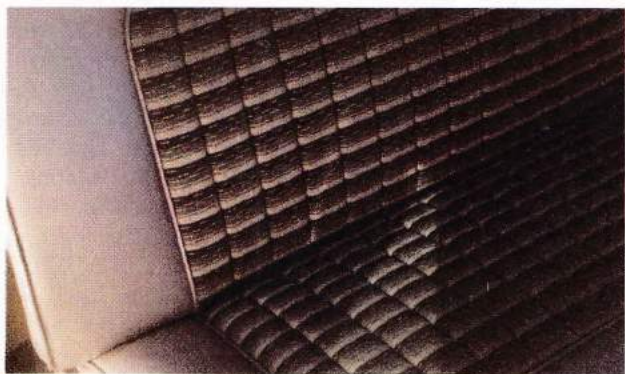
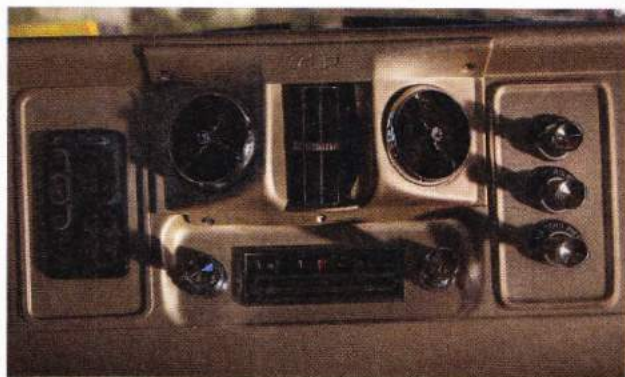
- ▶ **ENGINE:** MULLENIX RACING ENGINES 6.0L LS
- ▶ **HEADS:** TRICK FLOW SPECIALTIES
- ▶ **VALVE COVERS:** CHEVROLET SCRIPT
- ▶ **SUPERCHARGER:** MAGNUSON HEARTBEAT
- ▶ **PULLEY SYSTEM:** DRIVE JUNKIES
- ▶ **RADIATOR:** BE COOL
- ▶ **FAN:** SPAL
- ▶ **HEADERS:** HOOKER
- ▶ **EXHAUST / MUFFLERS:** CUSTOM 3-INCH / MAGNAFLOW
- ▶ **TRANSMISSION:** GM 4L80E
- ▶ **SHIFTER:** COLUMN MOUNTED

BODY

- ▶ **STYLE:** FLEETSIDE PICKUP
- ▶ **MODIFICATIONS:** FILLED GAS FILLER, ELIMINATED TAILGATE CHAINS
- ▶ **FENDERS:** STOCK
- ▶ **HOOD:** ORIGINAL
- ▶ **GRILLE:** STOCK, ALUMINUM
- ▶ **BED:** STOCK WITH TUBS, OAK BED FLOOR WITH EBONY STAIN AND STAINLESS RUNNERS
- ▶ **PAINT:** LEWIS MILINICH BODY SHOP, HANFORD, CA
- ▶ **PAINT TYPE / COLOR:** PPG / '63 CORVETTE FAWN BEIGE
- ▶ **HEADLIGHTS / TAILLIGHTS:** STOCK / STOCK

INTERIOR

- ▶ **DASHBOARD:** STOCK, MODIFIED WITH CENTER GAUGE CLUSTER, CARBON-FIBER INSERT
- ▶ **GAUGES:** DAKOTA DIGITAL
- ▶ **STEERING WHEEL:** STOCK
- ▶ **STEERING COLUMN:** CPP
- ▶ **SEATS:** STOCK BENCH
- ▶ **UPHOLSTERY BY:** FAT LUCKY'S, AUSTIN, TX
- ▶ **MATERIAL / COLOR:** VINYL WITH N.O.S. '62 IMPALA FABRIC / FAWN
- ▶ **CARPET / COLOR:** LOOP / FAWN
- ▶ **AIR CONDITIONING:** VINTAGE AIR
- ▶ **WIRING:** CUSTOM, INSTALLED BY DELMO'S



but for a radically slammed ride like this, bigger is better. Those '61-'62 Chevy hubcaps add a little nostalgic flavor.

In order to get that radical slam, the factory suspension was replaced with front and rear Porterbuilt Fabrication components with airbags to drop the truck practically to the pavement. The frontend features CPP spindles, antisway bar, bags, and Bilstein shocks. At the other end, a Currie 9-inch is suspended by Porterbuilt trailing arms, airbags, and Bilstein shocks. To bring those huge wheels to a quick halt, Baer disc brakes were installed in every corner.

Big power was another necessity for the C10 and horsepower in the four-figure range would definitely fit that description. Delmo's loaded the engine compartment with a 6.0L LS3 from Mullenix Racing Engines, crowned with a Magnuson HeartBeat supercharger. The TrickFlow Specialties heads have been dressed up with a pair of Chevrolet script valve covers, adding an orange slice of retro style to all that high-tech muscle. Drive Junky builds a lot of serpentine drives for Delmo's and provided a black anodized system for the C10. Hooker headers deliver the exhaust to MagnaFlow pipes and mufflers. The engine stays cool courtesy of a Be Cool radiator and Spal fan. Torque is sent to the rearend by a column-shifted 4L80E transmission spinning a custom two-piece driveshaft.

There are a few more custom modifications inside the '60s-style cab, most noticeably the Dakota Digital